



Southeast Regional Transportation Forum

October 9, 2009

Juneau, Alaska

Christine E. Klein, AAE

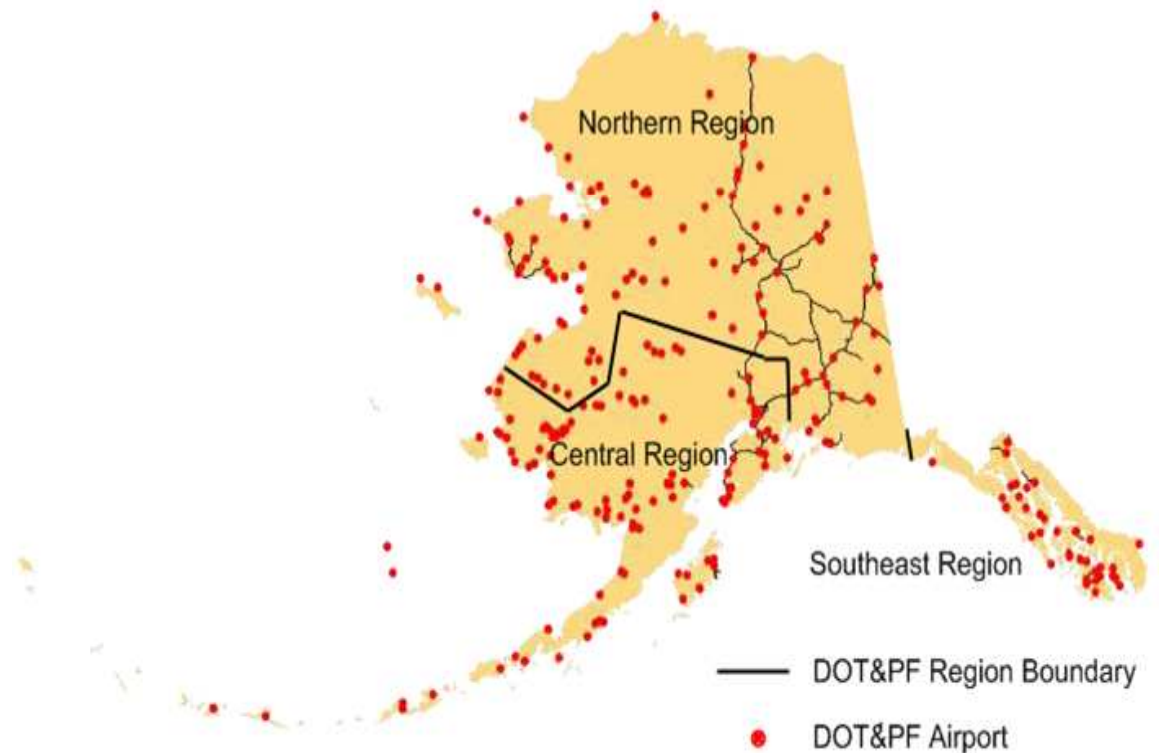
Deputy Commissioner, Airports & Aviation

Alaska Dept of Transportation & Public Facilities



Alaska's Airports & Aviation

- Largest System in the US
- 258 State Airports
- 173 gravel, 45 paved,
And 37 seaplane.
- Airports only means of
access for 169 communities





Alaska Aviation System Plan (AASP)

2008

Issues identification - significant input collected, identification ongoing

Web Site – www.AlaskaASP.com – updates posted as available

Economic Impact Study – completed, available at www.AlaskaASP.com

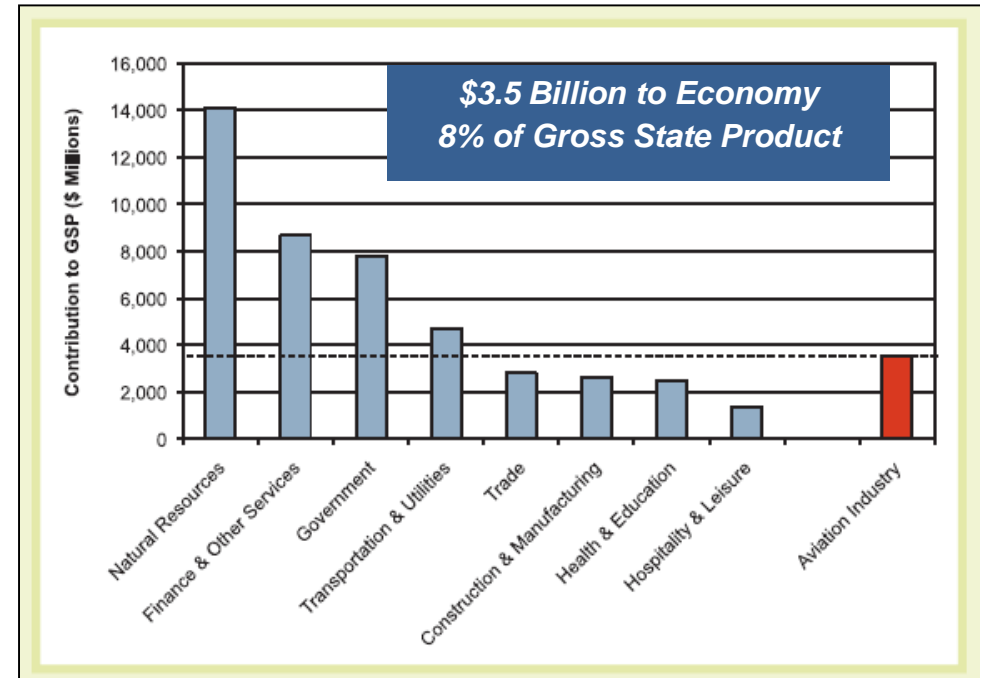
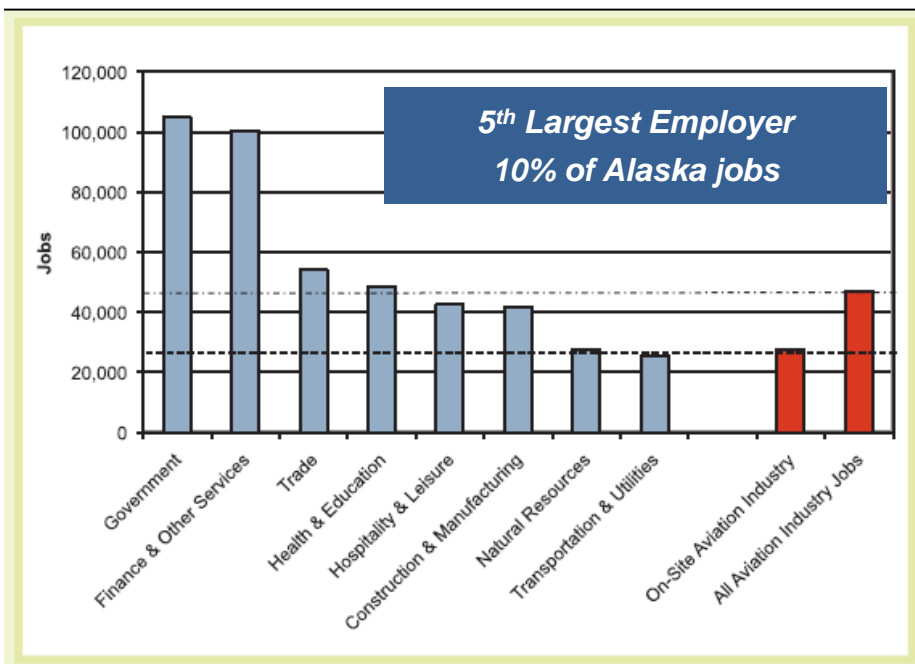
Evaluation of Statewide Aviation – ongoing evaluation

M&O Work Group – large amount of data collected, ongoing effort

Postal Hub Work Group - completed



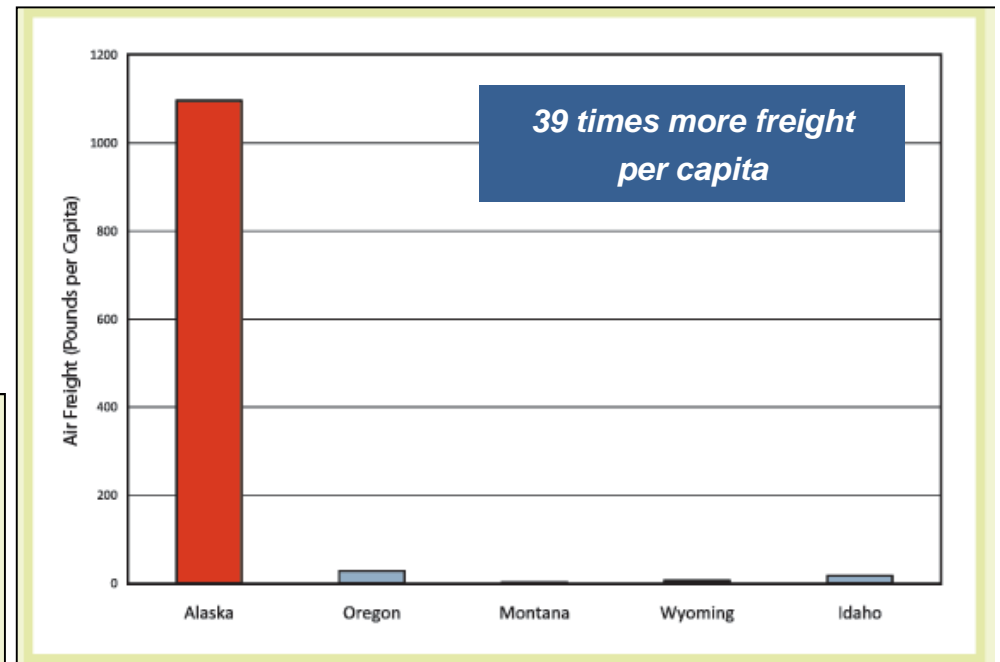
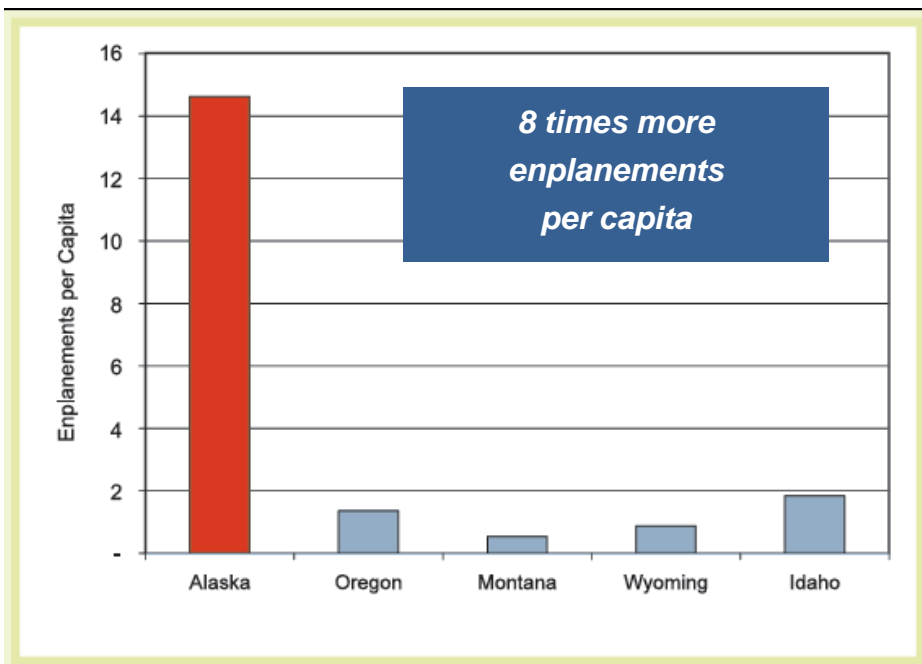
Social and Economic Impact Study: Results - Economic Contribution & Employment



Full Report & Brochure @
www.AlaskaASP.com



Social and Economic Impact Study: Results - Enplanements & Freight



Full Report & Brochure @
www.AlaskaASP.com



Maintenance & Operations (M&O) Work Group

Four initial data collection priorities:

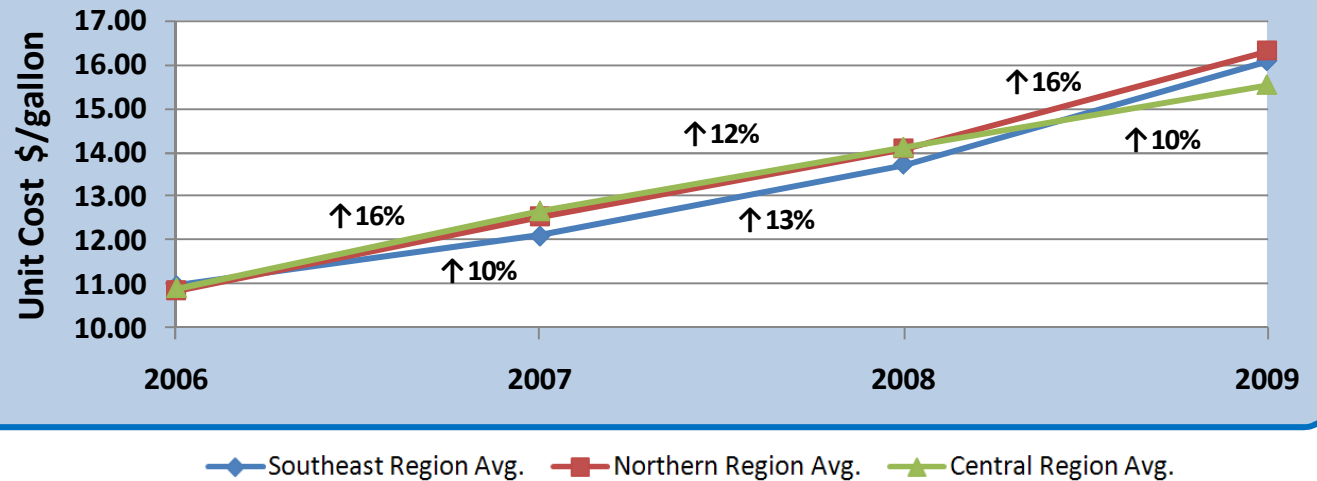
- M&O commodity cost escalation
- Federal unfunded mandates
- Airports with requests for extended operational time
- Deferred maintenance needs

Commodity Cost Escalation

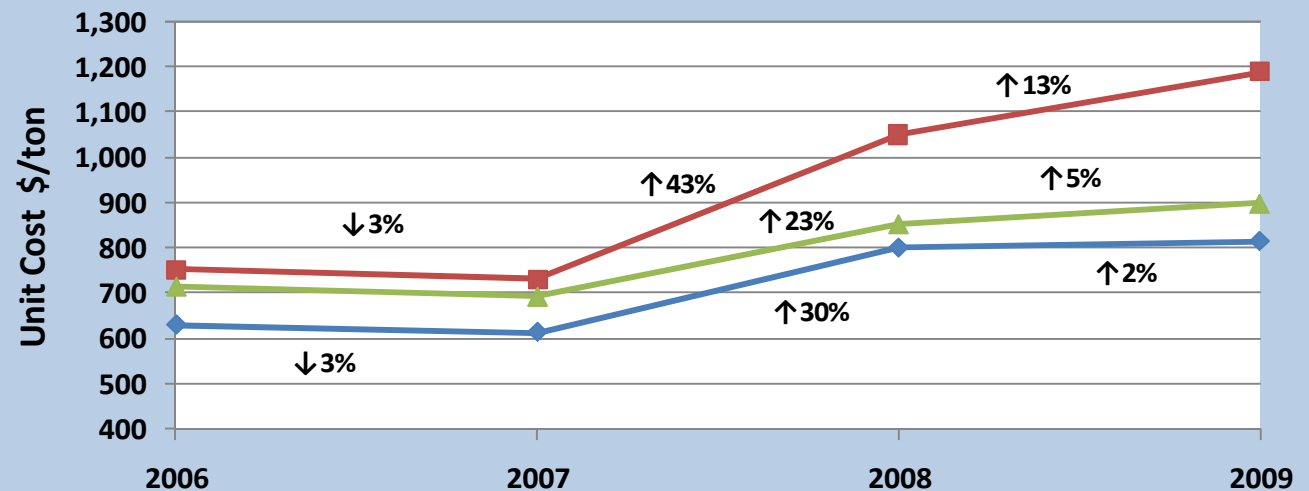
Unit costs of commodities are increasing – sometimes steadily, often drastically.

- Commodities comprise 17%-20% of the annual M&O budget
- Purchase power is decreasing—the State is paying more for less

Average Unit Cost of White Traffic Paint 2006-2009, by Region



Average Unit Cost of Urea 2006-2009, by Region





Federal Unfunded Mandates

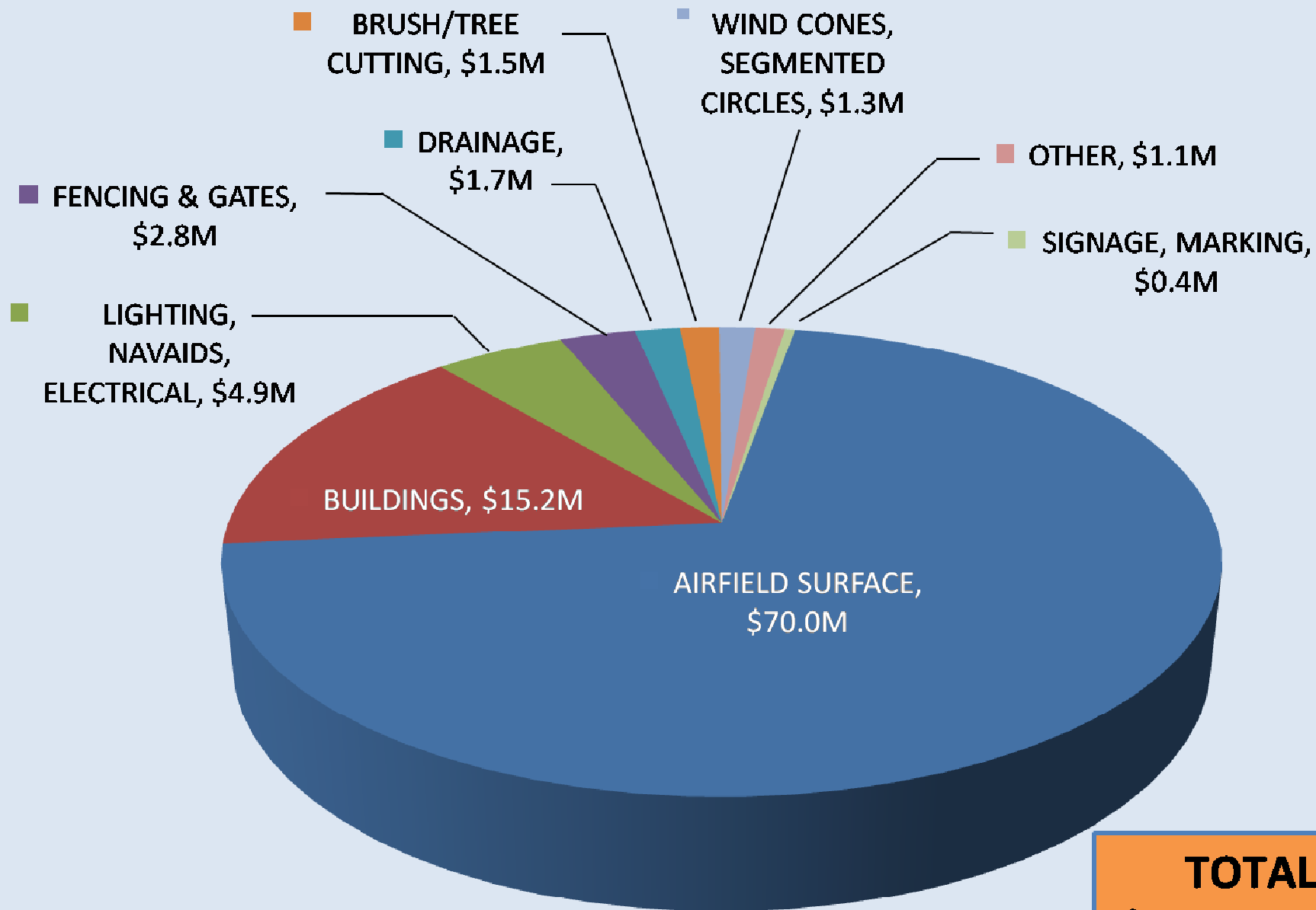
- The cumulative manpower and expense required to comply with federal unfunded mandates produces a significant burden on the DOT&PF and its airports.
- Certificated airports comply with highest level of mandates – diverts resources from other essential duties
- Clerical duties often being completed by maintenance personnel
- TSA, EPA, and FAA issue majority of mandates; FAA provides funding for most of the FAA-issued mandates



Extended Operational Time

- Bethel Airport identified for immediate consideration
- Bethel ranks 3rd in operations at Alaska's airports
 - Other top airports in Alaska have 24 hour operations and more staff
- Extending operational time at Bethel to 24 hours:
 - 3 additional full-time employees
 - \$335,000 additional personnel and commodity costs
- Anticipated benefits appear to outweigh costs

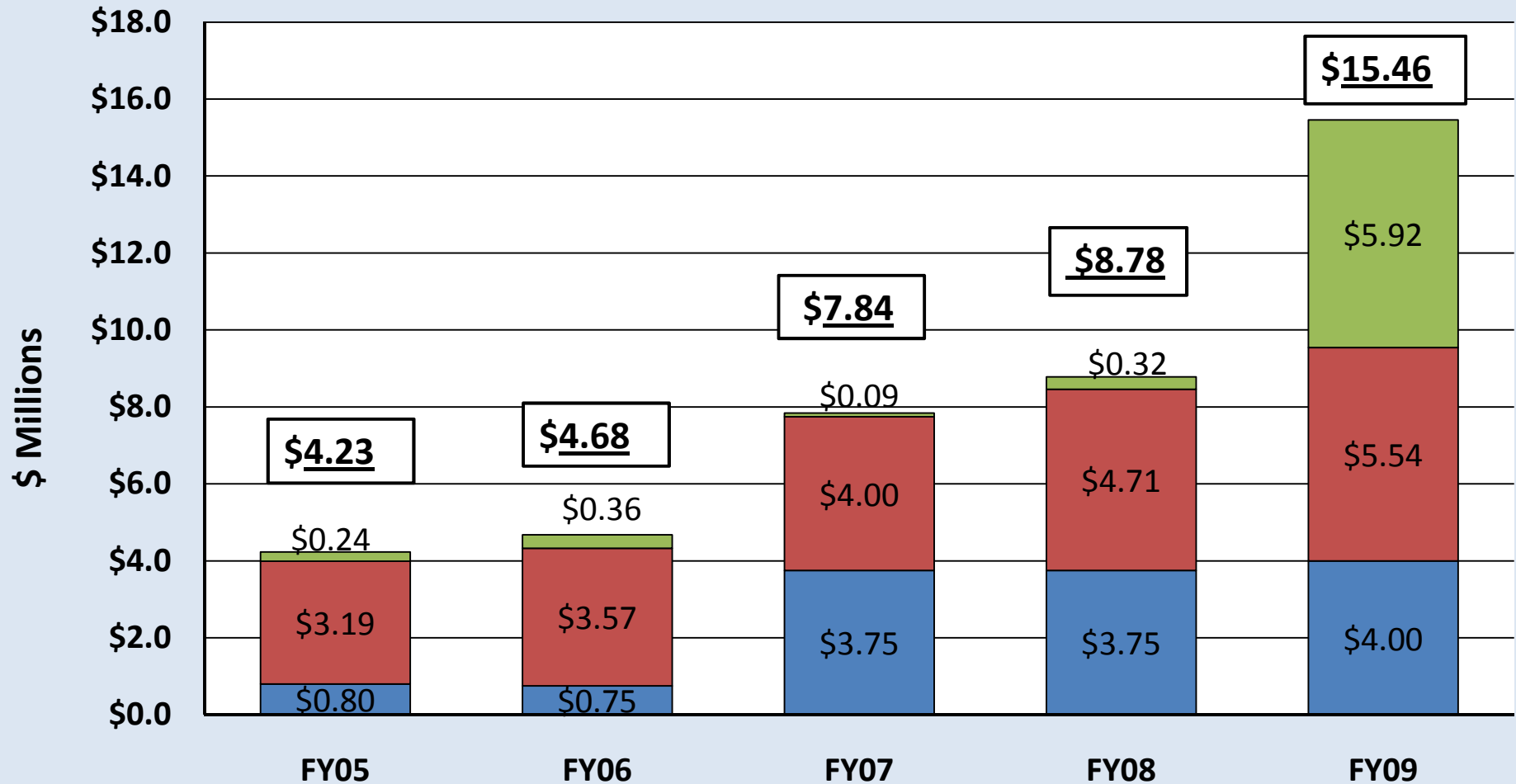
Statewide Rural Airport Deferred Maintenance Needs



Source of Data: Costs based on 2008 DOT&PF estimates, rounded to the nearest \$0.1 million.

Annual Deferred Maintenance Funding (\$millions)

How DOT&PF is Addressing the Needs



- Airports Life Safety & Deferred Maintenance Funding
- AIP Surface Maintenance Funding
- Airport Facilities Deferred Maintenance & Critical Repairs Funding

Note: Only funding that was applied directly to airport facilities (i.e., buildings on the airport or buildings dedicated to airport use) was included in the Airport Facilities funding totals. Maintenance stations and other "highway" facilities often benefit airports, however the funding for these types of facilities is not included in the totals presented on this chart.



What *the* AASP is currently working on:

2009

Inventory – statewide airport system being inventoried

Web Site – intranet under development

Classifications, Performance Measures – dedicated work group efforts

Forecasts – surveys being conducted of air carriers, medevac operators, military

Economic Analysis – additional studies under way

Funding Work Group - meetings to begin this fall



www.AlaskaASP.com

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